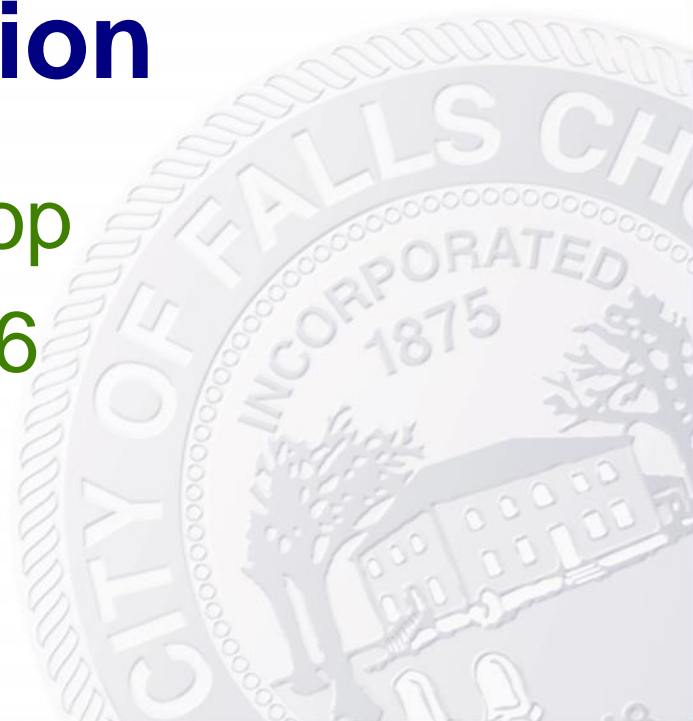


Bicycle Master Plan Implementation

Public Workshop
August 3, 2016



Vision: Providing Travel Choices

Mobility for all Modes:

Provide for the safe movement of people and goods within and through the City via a transportation network that connects to the regional transportation network, offers choices in travel modes, supports economic activity, is sensitive to the environment, and provides equitable access for all City residents, workers, and visitors.



Why Support Biking?

- **Public health** - Physical activity
- **Environment** - Reduction in energy usage and vehicle emissions
- **Economic** - Reduction in transportation costs
- **Equity** - Means of transportation for those who don't drive



What's the Potential for Biking?

- Bicycle commuting is on the rise
 - Bicycle trips to work as a mode share doubled between 2000 and 2012 in the Washington Metropolitan Statistical Area (0.3% to 0.6%)
- Many trips are a bike-able distance
 - 17% of all commute trips in the Washington region are less than five miles

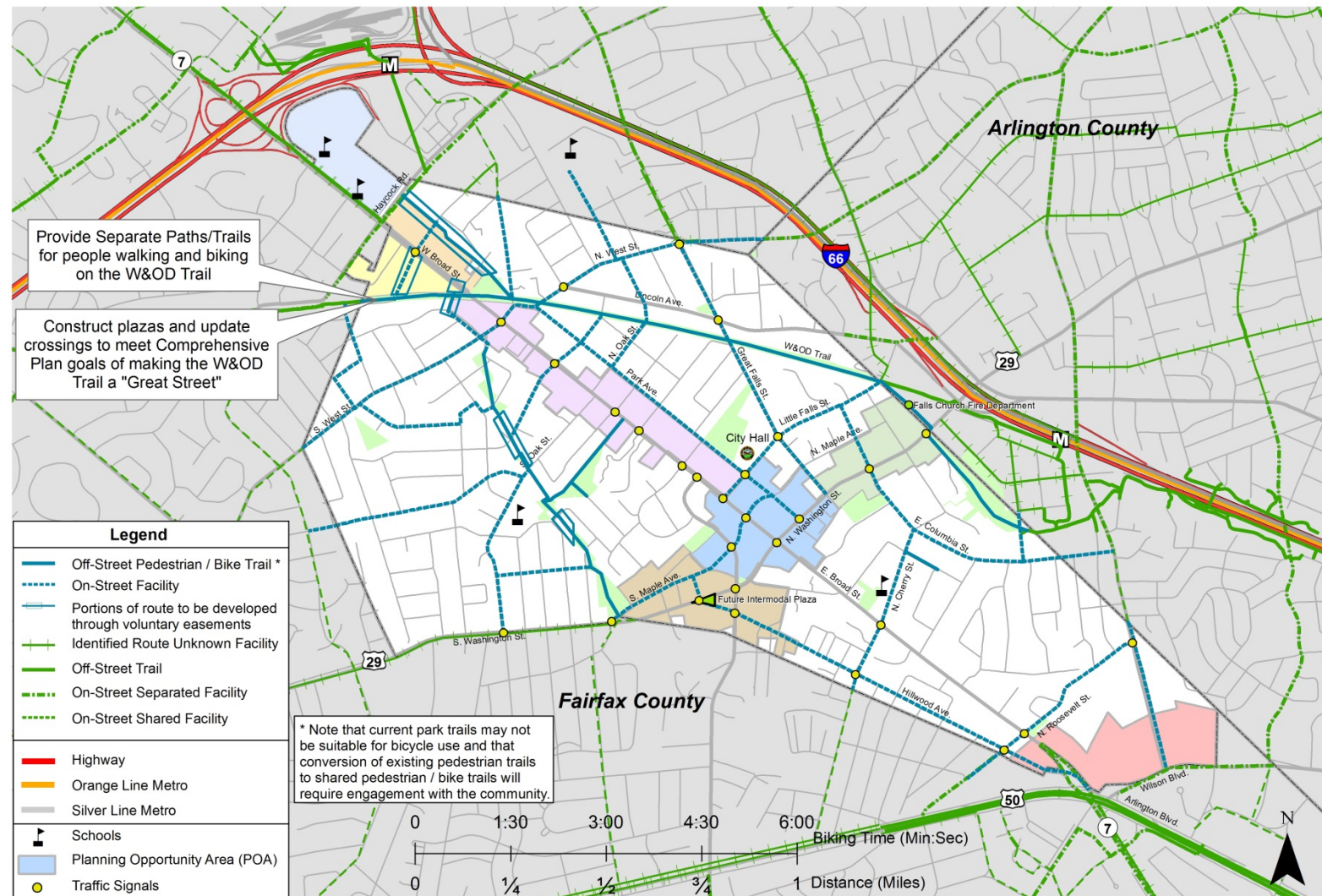
Vision: Making Connections

Bicycle Master Plan:

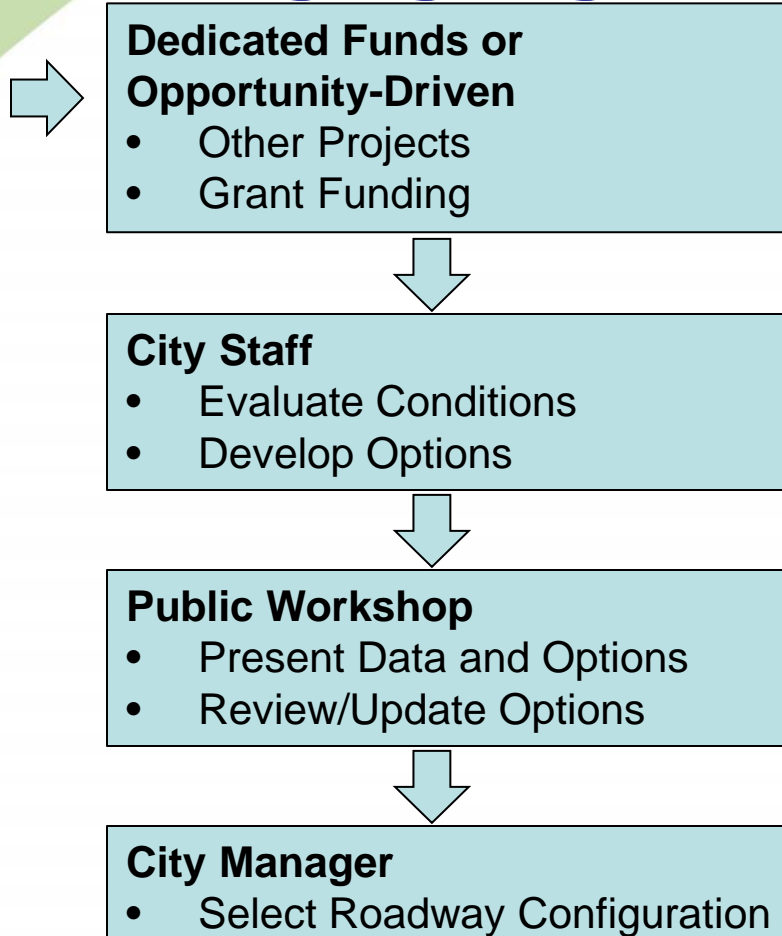
Provide a network of bicycle routes that connects the City's commercial areas and neighborhoods, transit facilities, schools, regional bicycle facilities, and designated bicycle routes in neighboring jurisdictions



Future Bike Routes



Implementing Routes Engaging the Community



Why Now, Summer 2016?

- On July 13, 2015, City Council adopted the [Bicycle Master Plan](#).
- City-wide bicycle facilities plan to connect:
 - Commercial areas and neighborhoods
 - Transit facilities
 - Schools
 - Local and regional bicycle facilities

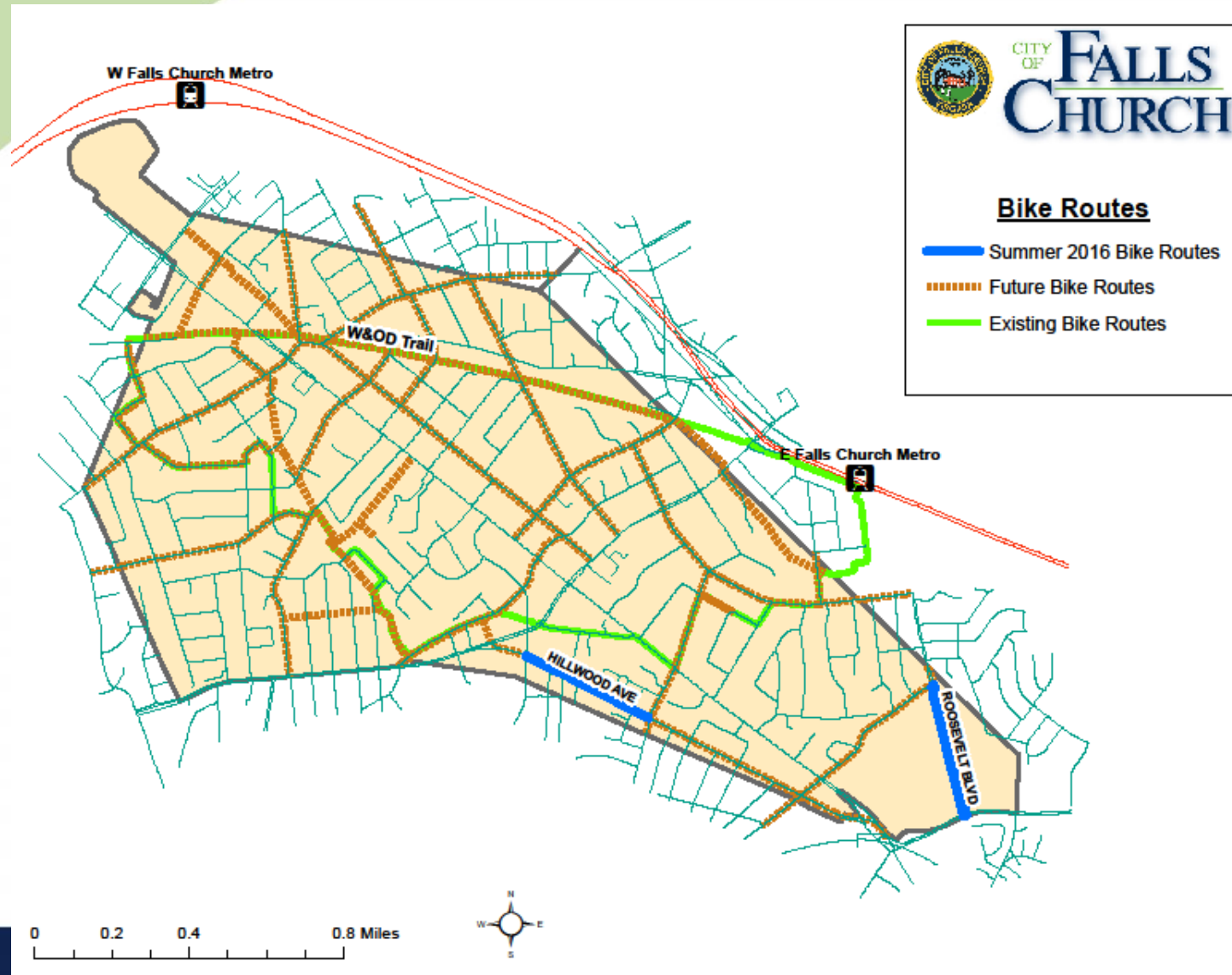


Selecting Routes

- Both routes identified in Bicycle Master Plan
- Roosevelt Boulevard being repaved, opportunity to install bike lanes
- Hillwood Avenue is wide, has space for bike lanes

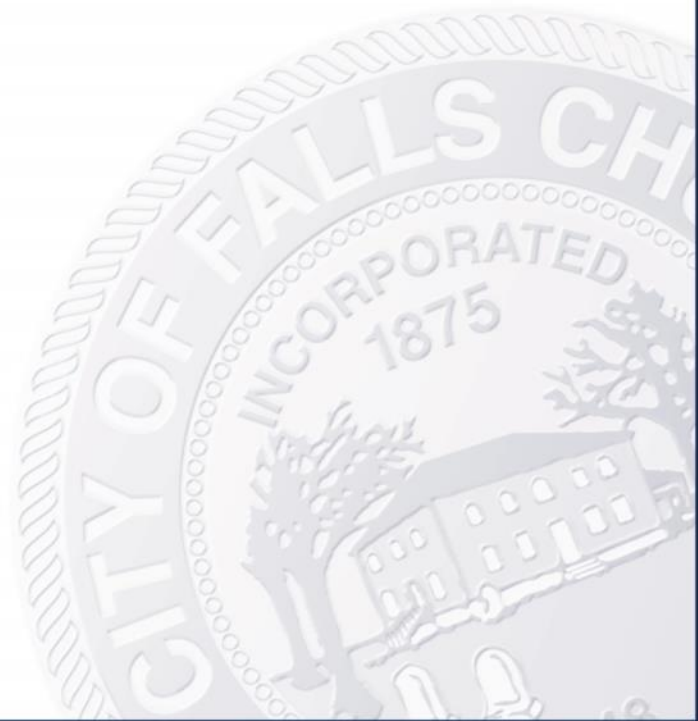


Mapping the Routes



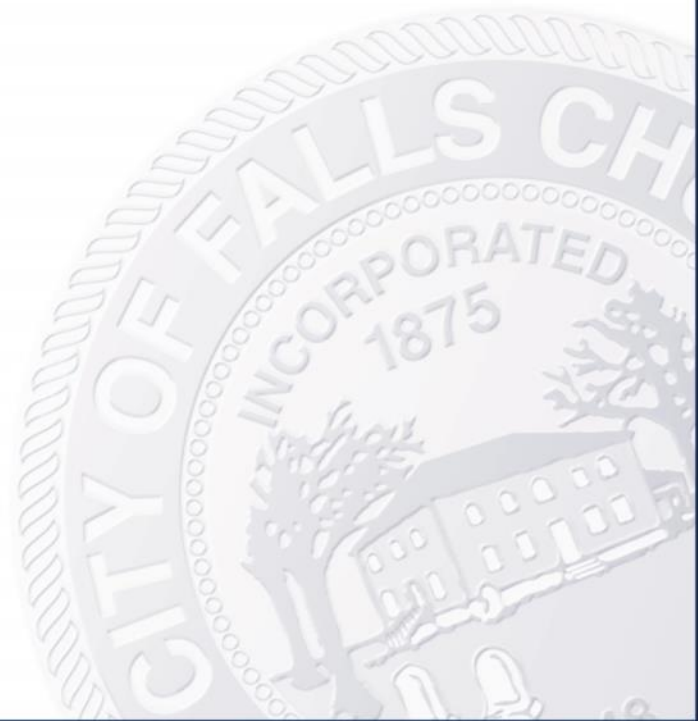
How Does Staff Brainstorm?

- Assess existing conditions
 - Street width
 - Parking utilization
- Test fit different facilities



Bicycle Facilities

- Conventional bike lane
- Buffered bike lane
- Bike boxes
- Sharrows
- Wayfinding and signage



Shared Lane Markings “Sharrows”

- Alert people driving to expected bicycle traffic
- Guide people biking to the safest place to travel
 - Easily visible
 - Outside “door zone”



Conventional Bike Lane

- Physically separates bike travel
- 5 to 6 feet wide



Buffered Bike Lane

- Provide space between different modes
- Buffer 2-5 feet wide



Bike Boxes

- Positions people biking at the front of the queue
- Safety - increases visibility and decreases crashes
- Public health - reduces exhaust inhalation



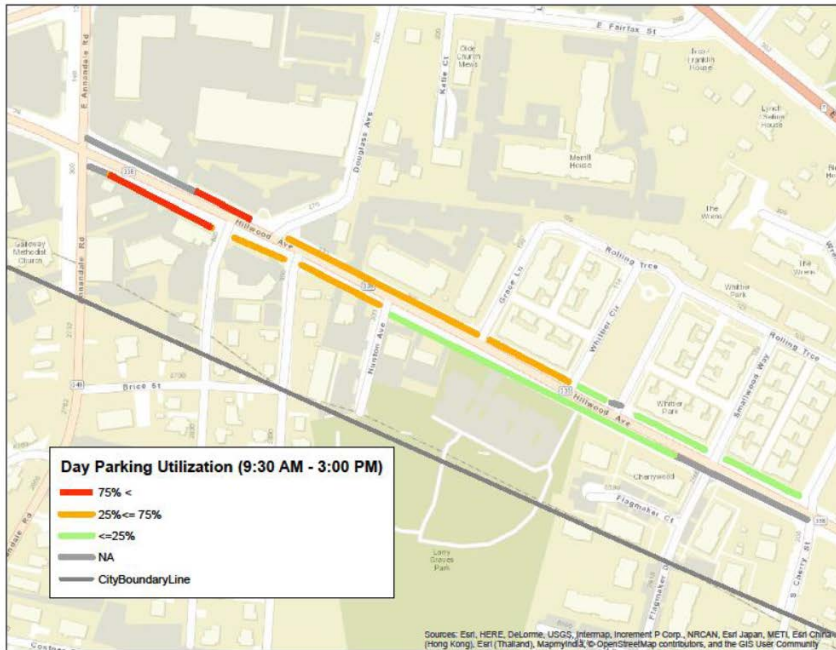
Wayfinding and Signage

- Guide people to destinations
- Types of signs
 - Route
 - Decision
 - Confirmation

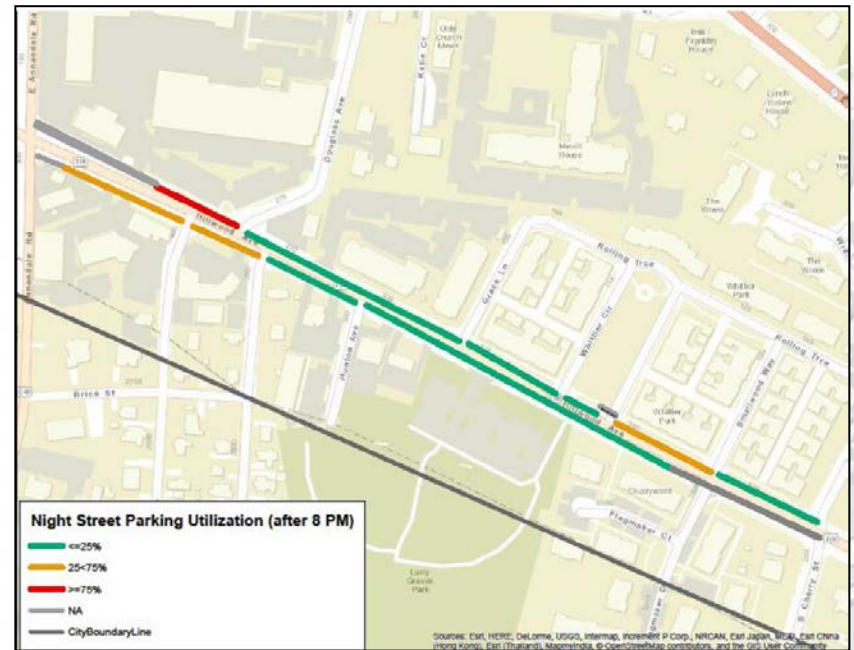


Existing Conditions Hillwood Avenue Route

Daytime Parking Utilization

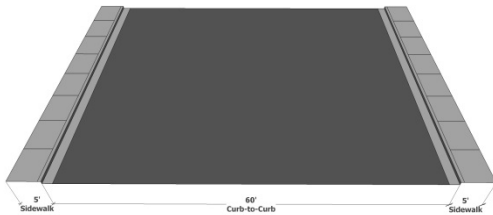


Evening Parking Utilization

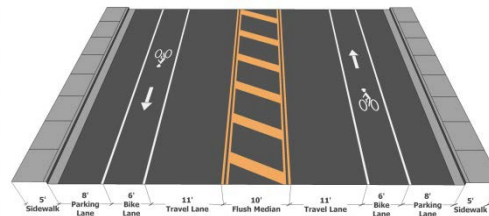


Hillwood Ave between W Annandale Rd and Douglass Ave

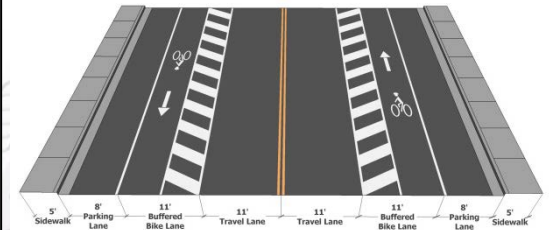
Maintain
Existing



Add Median
and Bike Lanes

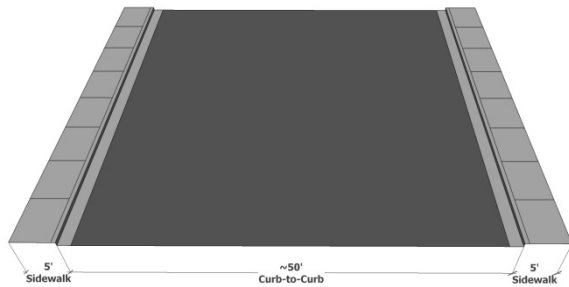


Add Buffered
Bike Lanes

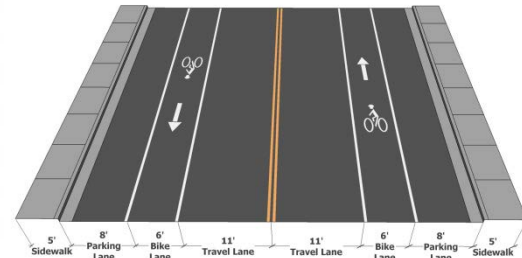


Hillwood Ave between Douglass Ave and S Cherry St

Maintain
Existing

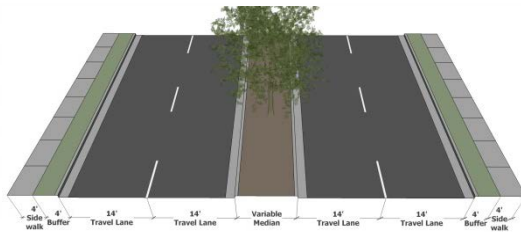


Bike
Lanes

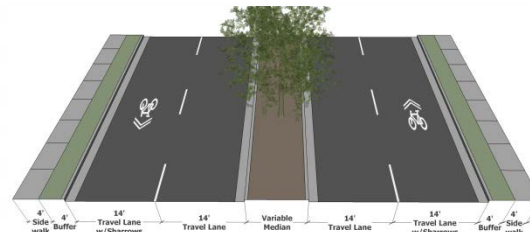


Roosevelt Blvd between Wilson Blvd and N Roosevelt St

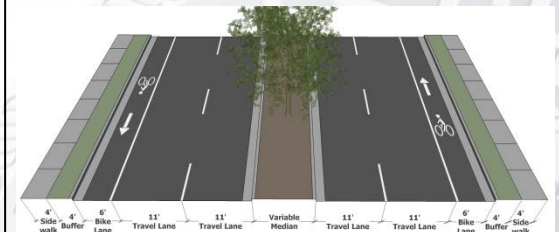
Maintain Existing



Add Sharrows



Add Bike Lanes



Wayfinding Signs

- Route signs
- Decision signs
- Confirmation signs

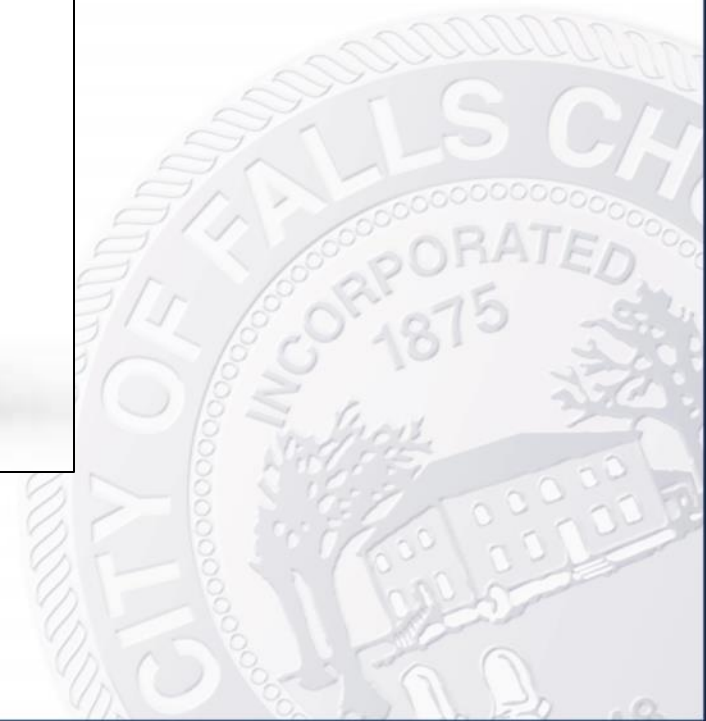


Destinations

- Transportation Links
 - W&OD Trail
 - East Falls Church Metro
 - West Falls Church Metro
- Economic Links
 - Restaurants/Shops
 - Bike Shops
- City Landmarks
 - City Hall Campus
 - Tinner Hill
 - Public Library
 - Parks
- Places
 - Arlington County
 - Annandale
 - Eden Center
 - Seven Corners



Questions and Discussion



Backup Materials

